

To-day's Advertisements.

DELIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 11th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 9th January, 1900. [42b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on THURSDAY, the 11th instant, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th January, 1900. [159a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN," Captain Nelson, will be despatched on THURSDAY, the 11th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. M.R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th January, 1900. [159a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ESMERALDA," Captain Platt, will be despatched for the above Port, on SATURDAY, the 13th instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 9th January, 1900. [43b]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1900.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.

Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.

On the 25th December, at Blanche House, Mount Elizabeth, Singapore, the wife of H. ESCHEKE, of a son.

On the 27th December, at Ailsa, Mount Elizabeth, Singapore, the wife of J. GRAHAM, of a son.

At No. 55, Szechuen Road, Shanghai, on the 2nd of January, the wife of Dr. W. A. DUNCAN COOPER, of a daughter.

On the 7th instant, the wife of JOHN LAMBERT, R.N.R., of a daughter. [43b]

MARRIAGE.

On the 23rd December, at the Presbyterian Church, Singapore, by the Rev. S. Steven Walker, M.A., JAMES LOGIE, late of Wolfhill Village, Perthshire, to FLORENCE ISABEL, eldest daughter of Mr. Robert Small, of Ethelred Villa, Hastings.

DEATHS.

On the 4th December, at 13, Cavendish-square, MARIA LEVIN, eldest daughter of the late Sir John Bowring, L.D., F.R.S., formerly Governor of Hongkong, and H.M.'s Plenipotentiary in China, in the 81st year of her age.

At No. 2, Krian Street, Anson Road, Singapore, on December 25th, Mr. E. J. STRIPE, aged 63 years.

In England, on the 26th ultimo, CHARLES WILLIAM BAIRD. By telegram to Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 9, 1900.

NOTES AND COMMENTS.

RUSSIA IN ASIA.

The news supplied by Reuters to the effect that Russia has experimentally sent troops from Tiflis, via Baku and Krasnovodsk, to Kishka need surprise nobody. Russia, as we have frequently pointed out, is ever on the watch for an opportunity to push forward in Asia her ultimate object being the extension of her Empire from the Arctic to the Indian Ocean and from the Red Sea to the Pacific. Hitherto Britain has held the upper hand in Afghanistan, the Amer being subsidized by us to the extent of eighteen lakhs of rupees yearly. So long as Afghanistan remains neutral we have a buffer state between Russia and our Indian Empire, but so soon as Russia gains the ascendancy in that state our frontier will be exposed. Of late matters have been going from bad to worse within the dominions of the Amer, there are rival claimants to the throne and it is not considered probable that the Amer will live much longer, while his death will doubtless be the signal for a general uprising on the part of the opposing factions. It is in this pending crisis that Russia sees her opportunity, and hence the present demonstration when we are occupied in South Africa. Under the circumstances it is a matter for congratulation that our Indian army has only been weakened by ten thousand men. We wish that it had been strengthened by that amount, but that is out of the question.

IN CHINA.

That Russia is on the move in China is abundantly evident. Troops are pouring in the whole time, her fleet is kept up to a high strength and we now have news that she is sending the vessels building in America to reinforce her fleet on this station. She has lately sent out a fully equipped Hospital Corps and, as was pointed out by the St. Petersburg correspondent of the Times, it is difficult to believe that this Hospital Corps is sent out, as has been officially announced, simply to combat disease within the Russian dominions. A few doctors would have been amply sufficient to have done all that was required without all the elaborate paraphernalia of a fully equipped Hospital Corps. Japan, we know, is at present keeping a watchful eye upon Russia and we think that it would be as well for our Authorities to do the same. Our Tientsin Correspondent seems to be awake to Russia's designs, as will be seen by reference to another column.

REUTERS' TELEGRAMS.

THE WAR.

Ladysmith.

LONDON, January 7th.

A despatch from General White, dated 6th instant, states that the enemy attacked Caesar's Camp on the South of Ladysmith on the 6th with a considerable force and were repulsed everywhere. Fighting, however, continued.

Search of German Steamer at Aden.

The Authorities have given up any further search of the German steamer recently detained at Aden.

RUSSIA IN ASIA.

The Boers are flat owing to a semi-official announcement at St. Petersburg that in view of recent reports of the alarming situation in Afghanistan, Russia has experimentally sent troops from Tiflis, via Baku and Krasnovodsk by rail to Kishka, thereby proving the possibility of the vanguard of an Army Corps reaching Kishka from the Caucasus in eight days.

LATER.

THE WAR.

Another German Steamer Seized. The German steamer *Herzog*, conveying the Belgian Ambulance to the Transvaal, has been seized and brought to Durban by a British warship.

The Attack on Ladysmith.

General White telegraphed yesterday that the Boer attack had been renewed and that he was very hard pressed, the Boers being in great numbers.

Demonstration by General Buller.

General Buller sent all available troops yesterday to demonstrate at Colenso where the enemy occupied all the trenches.

Surrender of Kuruman.

Reuters' Agent at Lourenzo-Marques reports that the police holding Kuruman

have surrendered. One hundred and twenty men, including twelve officers, surrendered, besides seventy natives. The ammunition stores were given up.

Cape Colony.

General French reports that the post on is much the same, but that a serious accident has befallen the 1st Suffolks. Four Companies attacked a low hill a mile from the Camp, and Col. Watson, who ordered a charge, was immediately wounded. Orders for a retirement were then given, it is said by the enemy, and three quarters of the force retreated to the Camp. The remaining quarter, who held their ground, were overpowered and surrendered. Seventy were taken prisoners, including seven Officers.

WEATHER REPORT.

The Observatory report says—On the 9th at 11.55 a.m. barometric changes are slight. Pressure remains high over the interior of China, and relatively low in the Pacific in the neighbourhood of the Loochons. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST—Fresh N. winds; fine.

LOCAL AND GENERAL.

OWING to pressure on our columns we are forced to hold over the list of persons attending yesterday's levee until to-morrow.

THE return of cases of communicable diseases reported as occurring in the Colony during the week ended the 6th inst. shows two cases of plague and three deaths.

THE new London Borneo Tobacco Company, which works in British North Borneo reports such favourable crop results this year, that the directors recommend a dividend of ten per cent.

It is reported at Kuala Lumpur that two well-known citizens of that town are going to the Transvaal with the object of joining the Imperial Light Horse, or any corps that will take them.

LIEUT. R. E. K. DONAJOWSKI of the King's Own Regiment, now at Singapore, has been granted leave of absence to England to June 25th this year, on the recommendation of a medical board.

AN address from the British community of Bangkok was presented to Mr. Greville, the British Minister, and Mrs. Greville at the Legation on the 19th ulto. Mr. and Mrs. Greville expected to leave Bangkok for Europe on the 21st ulto.

THE returns of tin and tin-ore, in the F.M.S. from Jan. 1 to Sep. 30 show 217,745 pikuls of tin, and 265,751 pikuls tin-ore were produced. The output for the nine months of 1899 is 29,845 pikuls less than for the corresponding period of 1898. On the other hand the increase in duty is \$2,299,756. The average price of tin for Sept. last year was \$85.92; for 1898 \$43.91.

THE Sultan of Cotig in Dutch East Borneo died on the 2nd instant. He was an enlightened ruler who had sought to develop the resources of his State from the time of his accession in 1852. Cotig abounds in coal and petroleum, and companies to work these sources of wealth have been started. The oil deposits are highly promising, especially those worked by the Messrs. Samuel.

COMMANDER De Robeck, who was in command of the Medway instructional flotilla of torpedo-boat destroyers, has been ordered to go to the Cape in command of 200 naval ratings, who will be elected from the Chatham Reserve. He is to take the place on the *Powerful* of the late Commander Ethelston, killed at Graspan. Commander De Robeck is well known on the China station, where his cricketing abilities are well remembered.

A correspondent writes:—It may not, perhaps, be generally known that at Wynberg, in Cape Colony, there lives an English peeress who is the wife of a Boer.—Mr. Pieter-Pieterse in 1892 married the widow of the eighth Earl of Stamford. This lady was a Miss Solomon, whose mother was an African native. She married the eighth Earl of Stamford (before his accession to the title) as his third wife. As her husband succeeded to the earldom of Stamford without the estates, she has always resided in South Africa, but she retains the title by courtesy.

It is reported that the reorganisation of the Inland Customs bureaux of Hupeh province recently inaugurated by Viceroy Chang Chih-ling has created much dissatisfaction amongst the Customs and Wkin officials of that province, and much intriguing has been going on in consequence at Peking with the view of frustrating the Viceroy's measures. The disaffected mandarins have managed to get the aid of a high metropolitan official to memorialise the Throne against Chang Chih-ling, and the Empress Dowager has taken up the matter and commanded Li Ping-heng to investigate during his tour in the Yangtze provinces.—N.C.D. News.

NEWS has been received by the Shanghai mandarins from Nanking confirming the report that Viceroy Liu had asked and obtained the permission of the Empress Dowager to defer his journey to Peking until February, owing to the large amount of business on hand which must be completed personally by H.E. before leaving Nanking. A decree has also been sent to H.E. Governor Lu Chiu-lin commanding him to remain at Soochow until further orders. Under these circumstances and in view of the frequent changes in the political situation at Peking, the chances are that Viceroy Liu will not go up to the capital after all.

A SMALL fire broke out in the second floor of No. 22 Western Street, opposite the Sailors' Home, last night at 8.15. The rooms were occupied by a gentleman named Campbell and his family and it is supposed the fire originated by the upsetting of an oil lamp. The place was gutted out but very little damage, if any, was done to the remainder of the house; business as usual being carried on this morning on the ground floor. It is estimated that the damage amounts to \$150 but the house is insured for a sum far in excess.

SHANGHAI was specially favoured by seeing the year ushered in by snow on the ground. Sunday, Dec. 31st was wet and cold in the morning, and soon after noon snow began to fall, continuing until after dark, by which time quite two inches of snow-white covering had been deposited. Then it turned colder, everything being frozen solid in the streets by midnight. Ten degrees of frost were registered both Sunday and Monday nights, though on Tuesday and Monday, during the afternoon, the thaws made the streets bad. The natives were busy both days gathering ice in preparation for the hot days to come.—Shanghai Daily Press.

MR. LAN, the new Shanghai magistrate, has lost his mother who died in her son's *pauk* in the native city on Wednesday at noon in her eighty-fourth year, says the *N. C. D. News* of 5th inst. This will necessitate the appointment of a new city magistrate—the third within a year—as Mr. Lan will have to go into the usual period of mourning and retirement from public affairs. It is stated that a candidate for the district magistracy of Shanghai has to pay the Peking officials something like Tls. 40,000 for the appointment, and in some cases even Tls. 50,000, while an acting appointment costs the appointee about a third of the amount, which does not go to Peking but to the Provincial officials.

It is stated in the Shanghai vernacular papers that Admiral Yeh of the new Peiyang fleet recently applied unsuccessfully to the Missionary Medical graduates to serve in his fleet with the pay of Tls. 50 per mensem per doctor. There is nothing at all surprising at the Admiral's non-success, as the remembrance of the scurvy and shabby treatment the officers and men received at the hands of the Government at the end of the war with Japan is still fresh in the minds of all foreign-educated Chinese throughout the country. Unless the Imperial Government is prepared to organise its fleets on a proper foreign basis it is to be feared that very few persons, who have means and independence, will willingly join the Imperial Chinese Navy.—N.C. Daily News.

It is reported in Shanghai mandarin circles that Viceroy Hsu of Fochow is now under a cloud at Peking owing to the fact that he has made another contract, unknown to the Tsungli Yamen, with M. Doyere, the French Engineer-in-Chief in charge of the Fochow Arsenal and Naval Dockyard, whose contract ended on the 31st of December last, to continue the charge of the above for another term. The Tsungli Yamen, on the other hand, had it alleged, already arranged with the Japanese Government for the engagement of Japanese engineers, shipbuilders, gunsmiths, etc., to teach the Chinese at the Fochow Arsenal as soon as the contract with the French officers and artisans had expired. The question now is whether the Viceroy of a province has greater power in matters relating to his own jurisdiction than the Tsungli Yamen or Central Government, and whether the latter can ever override the engagements of its subordinate officers.—N. C. D. News.

MYSTERIOUS DISAPPEARANCE.

Mail advices from Shanghai report that Mr. P. J. Reynell, the well-known jockey, had been missing for three days and that grave fears of some mishap having befallen him were entertained. Mr. Reynell had only recently been married.

ROYAL HONGKONG YACHT CLUB.

The first race for the Royal Engineers' Cup will take place on Saturday next, 13th January, Course: North Fairway Buoy, Kowloon Rock, Channel Rock, all to starboard, 10 miles. Start at 1.45 p.m. sharp.

TUNG-WA HOSPITAL.

The Directors of the Tung-wa Hospital beg to acknowledge with thanks the following Donations to the Fund for the extension of the Hospital:—

Already acknowledged	\$77,240
Wing Yuen-on	15
Kwong Shun-wo	15
Ku Yuen	15
Kwong On-wing	10
Tsung Chan	10
Ming Man-sang	10
Tak Cheong-wing	10
Shin Yung-lung	10
Kwong Wa-cheou	10
Tsun Cheong-lung	10
Wing Cheung-ting	10
Wa Hing	10
Lai Cheung	10
Kwong On-lung	10
Kwong Wa-lung	10
Wing Sang-tsung	10
Tung Man-cheung	10
Po Cheung	10
Tung Sang-lung	10
Sze Yik	10
Tsang Man	10
Hop Cheong-lung	10
Hoi Ki-hop	10
Tai Hing	10
Total	\$77,595

THE PLAGUE.

Cases reported to 8th instant	1
Do. do. during past 24 hours	1
Total	2
Deaths reported to 8th instant	1
Do. do. during past 24 hours	1
Total	2

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Before His Hon. W. M. Goodman (Acting Chief Justice). January 8th.

HUNG HUI CHING v. THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

In this case the plaintiffs claim \$41,318.34 for loss upon cargo insured by the defendants and shipped by the plaintiffs from Tientsin to Amoy upon the steamship *Atika*, which vessel was totally lost on or about the 9th day of Nov., 1898. The plaintiffs further claim their costs of suit.

Mr. W. V. Drummond and Mr. E. Robinson (instructed by Messrs. Denny and Bowley) appeared for the plaintiffs and Mr. J. J. Francis, Q.C., and the Hon. H. E. Pollock (instructed by Messrs. Johnson, Stokes and Master) for the defendants.

The following composed the special jury:—Messrs. G. Moson (foreman), C. W. Dixon, E. W. Mitchell, A. Babington, C. C. Nichol, T. J. Rose and G. P. Laumert.

The whole of yesterday afternoon was taken up by the opening of the case by Mr. Drummond, the greater part of which we reported last night.

After speaking, at length, on the law bearing on the case, he concisely and clearly put the facts before the jury for their consideration. They are briefly these:—

On the 12th October 1898, the steamer *Atika* was chartered on behalf of the plaintiffs to carry certain goods for them from Tientsin. The steamer reached Tientsin on the 27th October, and left loaded on the 31st October. On the 9th November she became a total wreck off Tamsui. Six days before she left Tientsin an insurance of \$10,000 was effected, and a further insurance of \$4,318 was subsequently taken out. The plaintiffs endeavoured to get payment, but were not successful. Mr. Drummond finished his opening at about half-past three, when the Court adjourned.

January 9th.

This morning on the re-assembling of Court Mr. Drummond said he would now call his witnesses.

The first witness called for the complainant was Hung Hui Shing, who said he and another man were partners in the Keng Cheong business; they had carried on business for the last six or seven years at Amoy. They had a branch at Tamsui under the three names Hung Kai, Fat Kai, and Wing Cheong. In the autumn of 1898 he determined to do some business from the northern ports of China to Formosa and also to charter a steamer for this purpose. The arrangements were made through his friend, Boom Tai, business name Joo Tai. The Danish steamer *Atika* was chartered, copy of the charter put in. The whole ship was chartered for one trip for \$16,250. The steamer was to arrive at Tientsin between 20th and 30th October 1898. The whole of the goods carried from Tientsin belonged to the witness. Their agent, Fuk Kai, was to get the goods on their behalf. He was introduced to Fuk Kai by Joo Tai and arrangements for the purchase of goods by Fuk Kai were made through a friend in Amoy. Before this he had not known Fuk Kai. The goods were to be paid for by money, in two payments, handed to Joo Tai, the first was on 16th October 1898 of 15,000 taels. The receipt of Joo Tai was given in. Witness wanted to buy goods to the extent of \$40,000, but was not aware of the exact prices prevailing in Tientsin. It was also determined to insure the goods purchased and insurance was effected with Messrs. Boyd & Co., for the China Traders. They had often done business before together, and had a book containing forms of application (in Chinese) for insurance in this Company. A book containing forms issued by China Traders handed to witness. In the book were 35 counterfoils of insurances effected by witness with the Company, these were also some in a book before this one. This was the first claim he had made on the China Traders. These books were supplied by the Company. The application for this particular case was made out in the usual manner, the counterfoil pointed out and handed in.

Mr. Francis did not admit the accuracy of the Court translation and pointed out the word estimated before the amount \$40,000, had been admitted. The word was inserted.

Mr. Francis started his cross examination a little after three in the afternoon and elicited that the witness carried on a piece-good business besides the banking business on the same premises at Amoy, the bank being situated on the top floor and the piece goods on the ground floor. In the petition the plaintiff described himself as an import and export merchant and now he said the Wing Cheong of which he was manager (partner) was only a banking business. He was not well up in piece goods, in addition to the banking business the witness attended to the import and export business, situated next door to the bank. He imported and exported goods to a very small extent to Amoy. The bankers business was concerned in the present action. Joo Tai imports goods from the Northern ports. He has a large shop of his own some streets away from witness's premises. He had never chartered steamers before nor had business with Tientsin; this was the first and most unfortunate transaction he had been engaged in. He trusted to his friends for the export business. He did not remit the money himself to Tientsin because he had no agents there. The owner of the Fuk Kai shop, in Tientsin, is a friend of Joo Tai. Witness did not know the owner, but believed he was an Amoy man. He entrusted the whole business to Joo Tai, not even writing the instructions direct to Fuk Kai, all the correspondence passed through Joo Tai.

The cross-examination had not finished at the rising of the Court.

SEVERE WEATHER AT SHANGHAI.

SEVERAL DEATHS FROM THE COLD AND EXPOSURE.

A resident of Shanghai writes under date of 6th instant:—A Christmas Day was wet and bitterly cold, while New Year's Eve was intensely cold and snow, driven by biting northern blasts, fell to a depth of about three inches, so that New Year's morn was distinctly seasonable, reminding one of many a happy New Year's day in the home-land. During the day a thaw set in and made the town very sloppy.

Several Chinese succumbed to the cold and exposure on New Year's Eve, and so commenced their New Year in, let us hope, a happier sphere.

To-day (6th) I awoke to find the ground again covered with snow, several inches deep, while the northern winds howled though the town and makes one wish he were a gentleman at large and therefore not obliged to muffle up and trudge to office and insulating. "As our meteorologists report very strong monsoon along the coast," I'm wondering whether the gale has carried the snow-clouds as far as Hongkong. Presumably they will be spent ere they reach Amoy, but will carry enough frigidly along to make it unpleasantly chilly in the Isle of Fragrant Steams.

MOLE CONCESSIONS TO THE BELGIANS.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, December 2nd, 1899. Since writing you a few days ago I have learned that the line from Lukachow is destined to be laid to the west of Peking, but the exact spot is not stated. The reason for this is obvious; it will enable Russia at any time to utilize the Lu-Man without coming into contact with the Tientsin-Peking line, which she could not do if both had a common terminus at Ma-chiepn. Since another concession has been granted to the Belgian syndicate; a line, due west from Kaifong to Honan, and on to Sigan, in Szechuan, south of the Yellow river. This completes the enclosure of the Peking syndicate grant, and will I should say render it valueless. The syndicate's representative here, Mr. Bristow does not believe credit this concession having been granted, but I believe it is a positive fact. Just now attention at home is too much absorbed in the war to pay any heed to these little matters, but the time will come when they must receive attention.

The Anti-foreign Society of Boxers is still causing much trouble in the south of this province, and although some 2,000 soldiers have been sent to subdue the rebels I have my doubts as to their success. The officials are secretly all in sympathy with them, and we shall hear more of their doings yet. One of their leaders, a Buddhist priest, and some 70 of his followers have been captured, but they will probably be released by a back door.

Tientsin has done very fairly for the Girl Tommy has left behind him; 400 has been wired home to-day, and a balance has been kept in hand as the foundation for a standing fund during the war, in which respect I think we stand first. This amount does not include Peking, where Sir Claude started a separate fund with \$500, and Sir Robert swelled it with \$2,000.

It has started to snow at last, after four months dry, and promises to keep on. Cold intense, real Christmas weather. Good wishes to Hongkong for the New Year.

MYSTERIOUS SUICIDE AT SHANGHAI.

Shanghai, 5th January.

A suicide is reported to have taken place on Wednesday morning. It appears a foreigner engaged a sampan at the Peking Road jetty some time between 9.30 and 10 o'clock, and in reply to the sampan coolie, a youth about 18 years of age, stated he wanted to go to Pootung. The tide was ebb and when the sampan reached the chow-chow water off Pootung Point the foreigner, who had been standing with his back against the hood of the sampan, suddenly took a header into the water and disappeared. The astonished coolie at once reported the matter to Inspector Mellows of the River Police, who communicated with the Central Station. Yesterday a second witness of the affair gave evidence at the Central Police Station. This man is a *boodai* in charge of Colin Buchanan's steam launch. His evidence was similar to that of the sampan coolie, but his description of the foreigner differed considerably, and was itself somewhat contradictory and vague. The foreigner is described as being a man of medium height having a dark mustache. He had no overcoat, wore a dark coat, and brown leather boots. The detectives are busy investigating the case, but nothing definite has been ascertained. Several persons have been reported to the police as missing, and the detectives are endeavouring to trace them in the hope of ascertaining the man's identity.—N. C. D. News.

thoroughly loyal, yet lived in an environment of lukewarm Dutch, which rendered enthusiasm somewhat difficult. The sight of the splendid corps from the sister Colonies has inspired a feeling which can never be forgotten, and which could be read in the visible emotion and frenzied enthusiasm mixed with gratitude. Never, perhaps, in the history of the Empire has so imposing a sign of close union as the presence of the Colonials, who are here from all quarters to help a sister Colony in trouble, been witnessed. This is the view taken by the Cape Colonists. And not only have the Imperial troops been accorded a great reception, but the heart of the Colony has been really touched by the outward and visible sign of the Empire's magnificent resources afforded by the arrival of the Colonial contingents.—*Referee*.

Experiences of wounded Officers.

LONDON, December 6th. The P. and O. steamer *Sumatra*, with Government invalids from the Cape for London, was berthed in the Royal Albert Docks yesterday afternoon. The vessel, one of the chartered transports, carried 250 wounded from Durban to Cape town, and her complement on the voyage home consisted mainly of men who had been discharged from Wynberg Hospital to afford accommodation to those brought down from the front. The *Sumatra* reached the docks with 131, including 45 women and 68 children, and 2 officers—Lieutenant Manley, of the 1st Battery, Field Artillery, and Captain Forbes, of the Imperial Light Horse. These two officers were the only wounded on board. Lieutenant Manley (says the Press Association) continuously consented to be interviewed in the saloon. He had a shield over the right eye, and bore evidence of the severity of his sufferings in a star-shaped wound over the right temple, scarcely yet healed, and certain to form a permanent disfigurement. The gallant officer said:—I was wounded by the bursting of the Elendslaagte at the beginning of the action at Elandslaagte. My first sensation was that I had been struck on the head by a blow from a stick. The splinter went through the helmet I am now wearing. This occurred before our gun had fired a shot. The action began at three in the afternoon, and I was knocked over half an hour afterwards. Other shells had fallen within a very short distance, but they had not struck me. I was for the moment stunned, but picked myself up and then found two of my men on the ground. I went on till the close of the engagement. The shell by which I was struck was fired at four thousand two hundred yards, and it was one of the fiercest guns we silenced later on.

Did you find the Boer shells burst well? They burst all right, but we found that the enemy did not understand the time fuse. As a consequence their shells generally burst on the ground, and so did the shell by which I was struck. My gun was getting into position when I had the ill-luck of being knocked over before firing a shot, but I went on till dusk, quite three and a half hours. When it was all over we marched down the hill to find water for our horses. I felt little till three days after, although I had sustained concussion of the brain, and must have been almost off my head when I was put into the train for Ladysmith. The garrison was quite safe on the 21 November, and had plenty of stores.

Replying to a question as to his intentions, Lieutenant Manley said:—I wish to get back next lot, I hear that a sixth division is going out, and I intend to volunteer as soon as I get the chance. It was very hard luck to be invalided at the start, but I had to obey orders. Talking with a Central News representative for a few minutes, Captain Forbes said:—The Elendslaagte fight was the heaviest continuous fire British troops have been under for some time. Had the enemy directed his aim more accurately our losses must have been much heavier. The Boers otherwise took every advantage of their position. Captain Forbes was wounded by one of Colonel Schiel's corps, which, evidently believing that the Boer force had accomplished the greater part of the defeat of the British, were hurrying up to complete the work. With two exceptions—Colonel Schiel being one—all that corps were killed. As near as a hundred yards they stood up and took deliberate aim at the British. Captain Forbes had to remain on the battlefield till eleven at night, but he says the work of taking away the wounded was as expeditiously carried out as possible. He feared the Boers would have saved hundreds of lives. Boer farmhouses and cottages were utilised for temporary hospitals. Captain Forbes and Colonel Schiel met in one of these. Colonel Schiel seemed very surprised that he should have been beaten. Speaking of the death of Colonel Chisholm, Captain Forbes said when he was first hit the Captain was assisting a wounded corporal to sit down. Although asked to take cover, the Colonel refused, and soon afterwards he was again hit, the wound, this time proving fatal.

A Vryburg Missionary's Letter.

A letter has been received by the Colonial Missionary Society from the Rev. Richard Oliver, at Vryburg. He writes:—For three weeks we have been cut off from the outside world. No news either by paper, letters, or telegraph has reached us. At the present moment a thousand Boers are in the town. We have, however, up to the present, no reason to complain of the manner in which we have been treated. What is in the future for us I know not. A large number of our people have left town. This you will see when I tell you that in one week our offerings dropped from £3 to £0.10. That there is a very hard and very trying time before us I am quite sure. Our food supply is very limited. Already provisions have gone up two or three hundred per cent, and in a week they will be much higher. There is no possibility of getting supplies as the line is broken up both north and south. Mr. Oliver appeals to the directors of the Society for help, but feels sure that in a few months the calamity will have passed.

FRANCE'S COMMERCIAL SUICIDE IN THE FAR EAST.

If official France were half as sensible as commercial France, Indo-China would long ere now have been in a lively ferment of prosperity. A French colonial journal looking with execrable longing at the commercial statistics of Hongkong has this:—"The commerce of Hongkong is enormous: even in 1896 it had risen to 610,720,278 millions of francs, an amount representing 43 per cent of the total commercial movement of China. What a difference with our ports of Indo-China! Without doubt the fact must be taken into account that the English preceded us in the Far East by a score of years, and that the occupation of Tonquin is of recent date. But what a difference in the methods of colonisation! With our neighbours across the Channel unlimited commercial liberty: with us customs duties (for facilities) and entrance, legions of custom house officers applying complicated regulations of which they understand nothing. We exact ourselves to drive shipping away, we multiply obstacles against the entry and export of merchandise. How is it possible to be astonished, after all that, at the situation of our Indo Chinese settlements, and at the little liking strangers display for frequenting them. Hongkong attracts them in a very different way."—*S.F. Press*.

MURDER.

Another murder, the third this year in the district, has been committed in the Semantan says the Pahang correspondent of the *Strait Times*. Awang Akil, hitherto a harmless man, suddenly armed himself with spear and kris and constituted himself a terror alike to his household and to the entire kampong of Bagau. At first he seemed to be unreasonably jealous of his wife, whom he wanted to seclude as much as possible, and he led the poor woman a life of ceaseless terror before he killed her three days later. Police were sent to effect his arrest, but no overt attempt at force was made by them for fear of the madman harming his wife. At length, Awang Akil made up his mind to go downstream to Kuala Semantan, to see the District Officer. He got into a boat with his wife, but while just opposite the Police Station at Temerloh, he apparently changed his mind, and, in broad daylight and in full view of people on both banks of the river, stabbed his wife to death in the boat. The Police, who had been sent to Bagau to arrest him, were following in another boat, which was overturned in the resulting excitement of the moment. Awang Akil took the chance and made good his escape to the opposite bank of the river. All subsequent efforts to arrest him have proved fruitless. He is still lurking in the jungle, fully armed.

PRINCE HENRY.

Prince Henry of Prussia arrived at Bangkok on the 17th ult. and was received with the honours befitting his high rank. Prince Henry is returning, on behalf of the Emperor of Germany, the visit which the King of Siam paid to Potsdam in 1897. The King heartily welcomed the Prince at the Palace. In the evening the Prince dined with the King and Queen. On the 19th, after sight-seeing, the Prince was to open a bridge at Bangkok, the materials for which had been brought from Germany. The round of festivities in the Prince's honour was expected to last until the 24th ult.

JAPANESE TORPEDO-BOAT.

The Japanese torpedo-boat *Akemono*, 510 tons, 600 horse-power, and carrying 54 crew, arrived at Singapore on 26th ultimo. The *Akemono* was built in London, and left there on the 10th Sept., but whilst coming through the Suez Canal she lost her port propeller. She will go into dock at Singapore for repairs. Captain H. Kawase is in command, and the *Akemono* was to continue her journey to Japan about Jan. 6th. The *Akemono* has the reputation of being the fastest torpedo-boat in the world. She did 31.59 knots at her speed trials.

ANOTHER DEAL IN SHIPPING.

GERMAN SYNDICATE BUYS FIFTEEN BRITISH STEAMERS.

We learn that another big shipping transaction has just been carried out. The German syndicate who some months back bought certain lines of the "Blue-funnel" steamers of Manfield & Co. have purchased the entire fleet of the Scottish Oriental Steamship Company, comprising thirteen steamers and two now building. The British Oriental ships run between Hongkong and Bangkok, and are as follows:—*Albion*, tonnage 829; *Kong Beng*, 862; *Tai Chow*, 862; *Phra Chom Kiao*, 1,012; *Phra Chulachon*, 1,012; *Phra Nang*, 1,021; *Deawongse*, 1,057; *Chow Fa*, 1,055; *Look Sok*, 1,020; *Mathew*, 995; *Keong Wai*, 1,115; *Chow Tai*, 1,115; *Wong Koi*, 1,115. This fleet represents a tonnage of 13,000, and over and above this there are two steamers building which have also been bought by the German Syndicate. It is definitely stated, on the strength of a telegram received from Germany, that though these steamers, under their new management, will fly the German flag, the captains, officers, and engineers will be at liberty to remain in their respective steamers so long as they desire to do so.—*Strait Times*.

THE STATIONMASTER'S WISDOM.

AN INCIDENT OF ELANDSLAAGTE.

The main Boer body were evidently posted at the Elendslaagte railway station. The Natal Field Artillery left drive at the station buildings, and put one shell right into the goods shed. This seems to have, very naturally, alarmed the Boers, for they came pouring out like bees, leaving the prisoners whom they had taken from the captured train to escape. The one man, however, they had evidently set their mark on was the station-master. They left a man in charge of this official with instructions to shoot him, but when the latter came to consider about carrying out the deadly instructions, he found that he had no ammunition. He appealed to the station-master for a way out of the difficulty, and the station-master, with a reasonableness of suggestion born of the exacting position in which he had been placed, said:—"The best thing you can do is to hide that rifle and come with me and have some dinner." The rifle was accordingly hidden and the station-master was free to live on and be merry.

THE SIKHS WHO DIED AT SARAGHERI.

It was recently decided to demolish the ruins of the fort at Saragheri on the Samana Range, and to use the stones for the erection of a cairn at the site of the former post. In accordance with the wishes of the C. R. E. at Fort Lockhart a party of Sikhs, belonging to No. 1 Kohat Mountain Battery, was sent out on the 5th ult. to search the ruins for the remains of the little garrison furnished by the 36th Sikhs which perished there just two years ago. They recovered fifteen complete skeletons, which were brought back to the camp and cremated on the following day with due ceremony, in accordance with the rites of the Sikh religion. No other relics were found, and even the iron bracelets invariably worn by Sikhs were missing, from which it is evident that the bodies must have been completely stripped before the walls were pulled down upon them by the enemy.

"THE BRAVE AND THE FAIR."

Says a mail paper:—A note of chivalry is being imported into the South African? The Horse, the new corps which is being formed of colonials. The horseman will, as did the knights of old, wear ladies' favours in their hats. The corps had adopted as a distinguishing mark a headgear similar to that worn by the New South Wales Lancers, and adorned with plumes of black cocks' feathers. The Cape town stores were unequal to supply the number of plumes required. The ladies came to the rescue, taking from their own hats the feathers, which are very fashionable here just now, and placing them in the hats of these modern knights.

NETHERLANDS INDIA.

PETROLEUM.

The petroleum trade in Langkat is said to be going ahead. Three ventures—the Royal, the Sumatra Petroleum, and the Langkat Agricultural and Mining Companies have refineries at work in that quarter. The Sumatra Petroleum Company has its works on the Gebang River. At the end of November, this Company shipped its first consignment of bulk oil, which went in steamer *Labuhan* from Gebang to Bangkok, direct. The Langkat Company has its refinery at Rantau Panjang. It has bought a steamer, the *Siak*, and ships its oil by her in tin to Singapore. It has also chartered another steamer, the *Ho Leong*, to ply between Langkat and Singapore. The Royal Company has not fared very well lately. It had hoped for oil in new concessions with slight success. It then turned to its old concession and struck a new reservoir of bulk oil. This oil-field lies below a hill which, after years of production, began to fail after June 1898. It is reported that the new well yields one thousand barrels a day. The Company's shares at Amsterdam rose rapidly the moment the good news became known. This company is also prospecting further up the coast, at Perak and Edil. It is said that these districts abound in rich oil-fields. The Company's local manager will himself direct operations at Perak.—*S.F. Press*.

AN AMERICAN VIEW OF OUR DIFFERENCES.

This is how an Iowa paper puts the case:—The Boer Says:—This is our country. We snatched it from the savages. We made farm land of the wilderness. The Briton Says:—We helped you to fight the Kaffirs. We developed the mines and made you rich. We built the cities. Boer:—You want it because of the gold and diamonds. Briton:—We seek only to protect our subjects in the legitimate pursuit of peace. Boer:—You demand equal franchise. This would mean political extinction for us. Briton:—We pay nine-tenths of the taxes. Don't we deserve a vote? The majority ought to rule. Boer:—By the conventions of 1884 you promised never to interfere in our internal government. Now you ignore those conventions. Briton:—Conditions have changed. Your rule has become tyrannical. You rob us on every hand. Boer:—We want no English amongst our citizens. You are immoral and vicious. You would not make good soldiers. Briton:—No nation has the right to isolate itself in a land full of gold and diamonds. You are only half civilised. You are religious bigots. Boer:—If our laws please you not, you are free to go away. Briton:—We are here to stay. Boer:—If God wills it, we will fight to the death. Briton:—So will we. Boer:—Remember Majuba Hill. Briton:—We do.

THE KING'S OWN RESERVISTS.

Several hundred Reservists of the King's Own Royal Lancaster Regt. left Lancaster by special train on the afternoon of the 23rd Nov. Col. Fitzherbert, addressing the men at Bowerham Barracks, announced that one of their old officers had sent a cheque for £120 for the Reservists' families. He assured them that their families would be well looked after in his absence. He was glad the Lancashire Brigade was going to the front, and headed by the King's Own, he believed it would show what Lancashire could do. If it came to a bayonet charge, the King's Own would show the way as well as the Highlanders and Loyal North Lancashire Regt. had done. The march of the Reservists was marked by unbounded enthusiasm on the part of the townspeople.

THE INDISPENSABLE "FOUR."

Major-General Hutton, the Commandant of the forces in Canada, in recently addressing the citizen soldiers at the Vancouver Opera House, which is utilized as a drill hall, paid them a high compliment for their soldierly bearing. According to General Hutton, a well-furnished, middle-aged, close-cropped hair, a high sense of honour, and a deep-rooted devotion to duty ought to be the chief characteristics of the British citizen soldier. [The fresh-joined subalterns will be particularly careful to attend to the first, if possible].

THE PRISONERS AT PRETORIA.

CALCUTTA, December 21st. A letter from an officer of the Gloucesters received here from Pretoria runs:—We offered to get up a polo team here but they said they would not care for us to be mounted. The Colonel of the 18th Hussars and some of their officers are here, as well as representatives of the Irish Fusiliers, King's Royal Rifles and the Dublin Fusiliers, so we make up a big party of about fifty. We run a small mess, supplementing our rations with delicacies, such as jam and vegetables. Our letters are subject to the censorship of somebody, so I can give you no account yet of our show. Altogether it was full of startling and quaint incidents. I hope this will arrive and if you can write address your letter to Pretoria via Delagoa Bay. Captain Duncan is very well. He is only slightly wounded. We have been well treated. *Rangoon Times*.

THE GERMAN DREYFUS CASE.

A rather strange case has happened at the fortified city and military depot, Spauld, sixteen miles from Berlin. It appears that an artillery subaltern, officer of the name of Eckmann, who was employed at the gun factory, has been arrested, on suspicion of high treason. About a fortnight ago a strange package wrapped up in linen was discovered in circumstances which involved the prisoner. It was delivered to the authorities, when it was found that it contained a newly invented sort of shot, and after the discovery Eckmann was missing. He, however, was detected a few days later on and was arrested. It is said that several labourers are involved in the matter.

FLOODS IN BENTONG.

The north-east monsoons have opened the ball by flooding the country and nearly wiping Bentong out of existence, writes a correspondent to the *Malay Mail*. As Fowler Lee, a well-known settler, writes, it appears that the mines were flooded, and the vegetable gardens and squatters' houses, together with all the pigs on the banks of the Bentong river, were clean swept, while the houses of some of the mines had to take shelter on higher grounds, as their kongs houses were immersed up to the eaves. No lives, however, were lost, nor was any damage done to the new town. The bridges on the road to the mines were washed away, and communication is only kept up by boats which ferry passengers and goods across the rivers, at which there are several.

INDIA AT THE PARIS EXHIBITION.

The carving for the Indian tea-house at the Paris Exhibition has now been despatched from Calcutta via Bombay. The departure of the remainder of the consignments for the Indian Court is only delayed for want of the French custom house labels which were to be supplied through the Home Committee in London. The work has been carried through with remarkable celerity by the Indian Forest Department, which deserves much credit in the matter.

FRENCH CABLE IN THE FAR EAST.

After the Germans, the French, instructed by the experience of the war in South Africa, are anxious to have cables of their own. The council superior of the French settlements of Indo-China has just decided to lay a cable from Saigon to Port Arthur, to connect with the Siberian overland wire, the cost of the cable being borne entirely by the colony. This extension, it is considered, must lead to competitive routes between Europe and India, Burma, Penang, and Manila, and so to a reduction of the present high charges.

MEN—OR SHEEP?

As an example of his training in observation, Colonel Baden-Powell tells of how he won a bet when riding with the staff at the Berkshire manoeuvres. It was a misty day, and on a neighbouring hill were seen four parties, which, one officer said, were squadrons of cavalry, and another offered to bet were guns. For himself, he saw an individual cross over from one party to the next, which was a man willing to bet that they were sheep. An orderly was sent to see, and sheep they proved to be. Baden-Powell, of course, had trained himself to identify distant objects as well as in the art of deduction.

MELNITE AND LYDDITE.

Melinite and lyddite, although not absolutely identical, says the *British Medical Journal*, are so for all practical purposes; and the former is largely used in continental armies. The shells now being used by the Boers in their field guns are loaded with melinite. If accurately fired these shells would, if they exploded, inflict very severe losses upon our men, but by a fortunate coincidence these shells although not infrequently directed with accuracy by the German artillerymen, now serving with the Boers, do not as a rule burst.

THE SITUATION AS VIEWED AT HOME.

The *Pioneer* correspondent from London in a telegram, dated the 19th, says:—The Stock Exchange opened steadily yesterday, but large sales in important securities brought Consols lower than they have been for the last six years, at present the figure being below 99. The Paris operators also on the Kaffir market discontinued their purchases with the result there was a slump in Africans and general uneasiness prevails.

The appointments of Lords Roberts and Kitchener have met with universal approval in the press both at home and abroad. Everyone testifies to Lord Roberts' popularity in the army and Lord Kitchener's great powers of organisation. The American papers agree that England is prepared for every eventuality. They say:—"She stood by us last year. We will stand by her now." The German papers are amazed at the great valour displayed by our officers and men. They prophesy that the Boer combination of the strategical offensive with the tactical defensive must universally revolutionise military instructions.

The Paris papers recognize that the Wolseley school has been completely superseded. The military critics in London applaud the astuteness of government in covering the appointment of Lord Kitchener by that of Lord Roberts, thus leaving powerful interests unruffled. The authorities have long recognized the necessity of appointing an assistant to General Buller, but the latter, after weighing the claims of Lord Kitchener and Sir Francis Grenfell, shelved the matter, whereupon the authorities moved. I believe Lord Kitchener, whose influence at Hatfield is enormous, urgently sought a command in the present campaign.

General Buller wires to-day in a reassuring strain, though the heavy loss of the offensive and the scarcity of water compels him to remain on the bank of the river. The Eastern Telegraph Company reports a cyclone at Mozambique has impaired the Delagoa cable. Twenty-one transports are due at Cape Town before the 18th January.

NOTANDA.

CALENDAR.

JANUARY.		
Meteorological means based on fifteen years' observations to 1898.		
Barometer.....	30.19	
Thermometer.....	59.7	
Humidity.....	74	
Rainfall.....	1.545	
TO-DAY.		
WEATHER REPORT.		
Barometer.....	30.23	30.10
Temperature.....	48	53
Humidity.....	50	49
Rainfall.....	—	—

TO-DAY.

TUESDAY, 9th JANUARY, 1900.		
Chinese—9th of 12th moon of 25th year of Kwang-si.		
Sun—Rises.....	6hr. 43min.	
Sets.....	5hr. 28min.	
High water—Morning.....	3hr. 38min.	
Afternoon.....	3hr. 38min.	
Low water—Morning.....	3hr. 38min.	
Afternoon.....	10hr. 54min.	

TO-MORROW.

WEDNESDAY, 10th JANUARY, 1900.		
Chinese—10th of 12th moon of 25th year of Kwang-si.		
Sun—Rises.....	6hr. 43min.	
Sets.....	5hr. 30min.	
High water—Morning.....	3hr. 45min.	
Afternoon.....	3hr. 45min.	
Low water—Morning.....	3hr. 45min.	
Afternoon.....	10hr. 19min.	

AGENDA.

TO-DAY.	
Bonds of the Imperial Kwangtung Loan of 1894 ready for issue.	
TO-MORROW.	
Noon—Imperial German Mail Line steamer <i>Prussen</i> leaves, with mails, for Bremen and Hamburg.	
Noon—Auction sale of condemned stores by Hughes and Hough, Naval yard.	
9 p.m.—Repeat concert at City Hall, in aid of the S. African Fund.	
H.K.V.C. ORDERS.	
5.30 p.m.—Company and Cadet Drill for the Recruits of all units.	
5.30 p.m.—"D" Infantry Company, Company and Arm Drill.	
6 p.m.—"E" Engineer Company Drill at Headquarters.	
6 p.m.—Band Practice for "enrolled Drummers."	
6 to 7 p.m.—Band.	
THURSDAY, 11th.	
Cargo ex <i>Wanku Maru</i> subject to rent.	
3 p.m.—Auction Sale Crown Leasehold property, on the premises (vide advt).	
H.K.V.C. ORDERS.	
4.30 p.m.—Range Finding Class.	
5.30 p.m.—Trumpeter's Class.	
5.30 p.m.—F.R. Company Drill at Kowloon Docks.	
5.30 p.m.—"A" "B" and "C" Machine Gun Company Drill at East Point.	
FRIDAY, 12th.	
N. P. R. steamer <i>Saint Irene</i> for Victoria B.C. and Tacoma.	
Ocean Steamship Co.'s steamer <i>Dardanus</i> leaves for Liverpool (direct).	
p.m.—Australian Lloyd steamer <i>Gisela</i> leaves for Fiume and Trieste.	
H.K.V.C. ORDERS.	
5.30 p.m.—Signalling at Headquarters.	
SATURDAY, 13th.	
(About) P. & O. steamer <i>Manzanillo</i> leaves for London.	
Cargo ex <i>Gilguy</i> subject to rent.	
Cargo ex <i>Palala</i> subject to rent.	
Noon—The Third Ordinary Meeting of Shareholders in the China Provident Loan and Mortgage Co. at No. 9 Praya Central.	
N. Y. K. steamer <i>Inda Maru</i> leaves for Europe.	
MONDAY, 15th.	
Noon—China Navigation steamer <i>Taiyuan</i> leaves for Sydney Melbourne.	
1 p.m.—M. & M. steamer <i>Ernest Simons</i> , with mails, leaves for Europe.	
3 p.m.—Ninth Ordinary Meeting of the Warehouse and Storage Co. Ltd. at No. 5 Queen's Road, Central.	
4 p.m.—N. Y. K. steamer <i>Kinsu Maru</i> leaves for Victoria B.C. and Seattle.	
N. I. H. steamer <i>Sarkis</i> leaves for Havre and Hamburg.	
Cargo ex <i>Birchley</i> subject to rent.	
About—C. & O. steamer <i>Strathgyle</i> for San Diego.	

SHIPPING AND MAIL NEWS.

MAILS DUE.	
American (<i>Coptic</i>) 11th inst.	
German (<i>Sachsen</i>) 12th inst.	
American (<i>Onsang</i>) 15th inst.	
French (<i>Indra</i>) 16th inst.	
American (<i>America Maru</i>) 17th inst.	
Tacoma (<i>Tacoma</i>) 18th inst.	
English (<i>Chusan</i>) 19th inst.	
Canadian (<i>Empress of India</i>) 22nd inst.	

THE P. & O. S. N. Co.'s steamer *Chusan* left Bombay for this port yesterday afternoon.

The M. A. Co.'s steamer *Indus* with the next French mail, will leave Singapore to-day, at 12 o'clock, for this port via Saigon.

The P. M. S. S. Co.'s chartered steamer *Onsang* with mails &c. left Yokohama via Kobe for this port yesterday morning the 8th inst.

The N. Y. K.'s steamer *Mike Maru* (Bombay Line) left Singapore for this port to-day (9th inst.) and is expected to arrive here on the 15th inst.

The P. M. S. S. Co.'s chartered steamer *Alga* with mails &c. which left hence Nov. 22nd for San Francisco via Macao, Kobe, Yokohama and Honolulu, arrived at her destination on the 7th inst.

The T. K. K. steamer *America Maru* with mails &c. from San Francisco to the 21st ult. via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning, via Island Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	Destination	Date
<i>Albergo</i>	Portland, &c.	Jan. 27th
<i>Afridi</i>	New York	Jan. 28th
<i>Alga</i>	San Francisco, &c.	Feb. 10th
<i>Ambra</i>	Havre, &c.	Jan. 18th
<i>America Maru</i>	San Francisco, &c.	Jan. 27th
<i>Antenor</i>	London	Jan. 23rd
<i>Bayern</i>	Strait, &c.	Mar. 7th
<i>Belgian King</i>	San Diego, &c.	Feb. 1st
<i>Bengal</i>	Shanghai	Jan. 20th
<i>Bombay</i>	London	Jan. 25th
<i>Breconshire</i>	Victoria, B.C.	Jan. 20th
<i>Canton</i>	Shanghai, &c.	Jan. 15th
<i>Carlisle City</i>	San Diego, &c.	Jan. 25th
<i>Cannathenshire</i>	San Diego, &c.	Feb. 15th
<i>Ching</i>	San Francisco, &c.	Mar. 27th
<i>City of Rio</i>	San Francisco, &c.	Mar. 27th
<i>Coptic</i>	San Francisco, &c.	Jan. 20th
<i>Cowrie</i>	London	Jan. 31st
<i>Doric</i>	San Francisco, &c.	Mar. 10th
<i>Eastern</i>	Sydney, &c.	Jan. 27th
<i>Emp. China</i>	Vancouver, &c.	Jan. 17th
<i>Emp. India</i>	"	Feb. 14th
<i>Emp. Japan</i>	"	Mar. 14th
<i>Esmeralda</i>	Manila (Direct)	Jan. 13th
<i>Gaelic</i>	San Francisco, &c.	Feb. 13th
<i>Gisela</i>	Singapore, &c.	Jan. 12th
<i>Hamburg</i>	Strait, &c.	May 16th
<i>Holsatia</i>	Havre, &c.	Feb. 6th
<i>Hongkong Maru</i>	Marseilles, &c.	Feb. 22nd</

Intimations.

IMPERIAL KWANGTUNG LOAN
OF 1894.
PAYMENT OF INTEREST AND PART
PRINCIPAL
(NINTH PERIOD.)

NOTICE is hereby given that the Warrants for Interest on, and RE-PAYMENT of Part Principal of the Bonds of the IMPERIAL KWANGTUNG LOAN OF 1894 will be ready for issue on the 10th January, 1900, at the Office of the IMPERIAL MARITIME CUSTOMS, Canton.

J. F. SCHOENICKE,
Commissioner of Customs,
Custom House,
Canton, 8th January, 1900. [38b]

THE CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 13th January, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from 10th to 13th January, 1900, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 5th January, 1900. [28b]

THE WANCHAI WAREHOUSE AND
STORAGE COMPANY,
LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 30th December, 1899. [1622a]

THE WEST POINT BUILDING CO.,
LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

The Hongkong Land Investment and Agency Co., Limited,
General Agents for
The West Point Building Co.,
Limited.

Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 3rd January, 1900. [14b]

EUROPEAN CLERK WANTED.

THE HONGKONG AND KOWLOON WHARF & GODOWN CO. require the Services of a EUROPEAN CLERK, Age about 30. Married man preferred. Liberal Salary to an Experienced Man.

Apply by Letter to—
EDWARD OSBORNE,
Secretary.

Hongkong, 8th January, 1900. [41b]

NOTICE.

NOTICE is hereby given that a certain SHARE CERTIFICATE numbered 2737 for 100 Shares in the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, has been issued fraudulently and without the authority of the said Company and is now in circulation.

ALL PERSONS therefore are hereby warned against purchasing or otherwise dealing with the said Share Certificate.

EDWARD OSBORNE,
Secretary.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LIMITED.
Hongkong, 30th December, 1899. [1622a]

Notice of Firms.

NOTICE.

I HAVE This Day established myself in Hongkong as a MERCHANT and COMMISSION AGENT, under the STYLE and FIRM of F. W. HALL & Co.

F. W. HALL,
No. 1, Duddell Street,
Hongkong, 1st January, 1900. [16b]

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

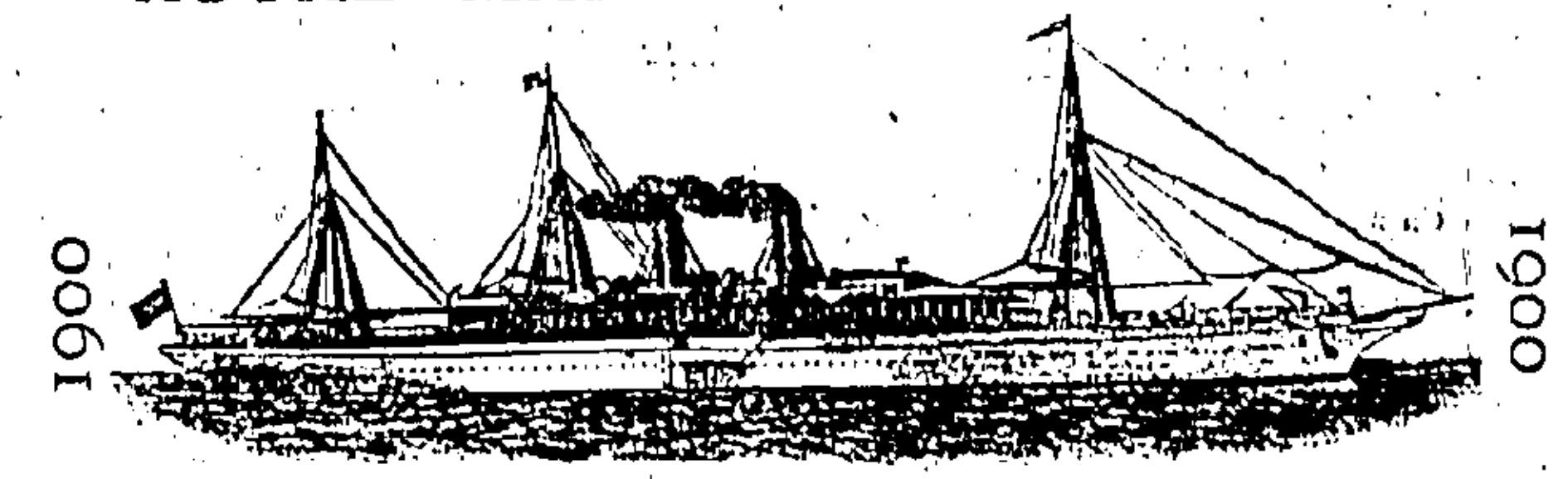
T. RAUCHENSTEIN & CO.,
12, Beaconsfield Arcade,
Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING,
MOK KUN HUI,
MOK YUEN LIM.
Hongkong, 3rd January, 1900. [21b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street.

Hongkong, 20th December, 1899. [13]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Saint Irene... [3,877] W. A. [Jan. 12]

Reconquista... [3,567] G. E. Elliott [Jan. 20]

Tacoma... [3,811] A. Dixon [Jan. 30]

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA
TION COMPANY.

Abegweit... [3,777] J. Murray [Jan. 27]

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 8th January, 1900. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
AND HONOLULU, THE UNITED STATES, &c.

Strathgyle... [5,023] Monday [Jan. 15]

Carlisle City... [3,002] about [Jan. 25]

Belgian King... [3,379] about [Feb. 1]

Carmarthenshire... [2,929] about [Feb. 15]

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 15th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 9th January, 1900. [28]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"MASSILIA,"

Captain C. Codd, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 6th January, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INABA MARU... MARSEILLES, LONDON & ANT-
WERP VIA SINGAPORE, PENANG,
COLOMBO AND PORT SAID. SUNDAY, 14th Jan., at
W. Bainbridge

*KINSHU MARU... VICTORIA, B.C. AND SEATTLE,
U.S.A., VIA SHANGHAI (WOOSUNG),
KOBE AND YOKOHAMA. MONDAY, 15th Jan., at
W. Brady 4 P.M.

YAWATA MARU... MANILA, THURSDAY ISLAND,
TOWNSVILLE, BRISBANE,
SYDNEY AND MELBOURNE. FRIDAY, 26th Jan., at
A. E. Moses 4 P.M.

KAMAKURA MARU... MARSEILLES, LONDON, and
ANTWERP, VIA SINGAPORE,
PENANG, COLOMBO & PORT SAID. FRIDAY, 26th Jan., at
Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th January, 1900. [6]

NORDDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

*SARNIA... HAVRE AND HAMBURG. 15th } Freight and
Fuchs } January. } Passage.

AMBRIA... HAVRE AND HAMBURG. 18th } Freight.

Bornheimer... HAVRE AND HAMBURG. About 27th } Freight.

WITTENBERG... HAVRE AND HAMBURG. January. } Freight.

Madsen... MARSEILLES, HAVRE & HAMBURG. About 5th } Freight and
Behrens } February. } Passage.

*SILESIA... HAVRE AND HAMBURG. About 8th } Freight.

HOLSATIA... HAVRE AND HAMBURG. February. } Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th January, 1900. [27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 27th Jan.,
at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 22nd Feb.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 20th March,
at Noon.

THE Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 4th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe,
Yokohama & Hono-
lulu) Saturday, 10th Feb.,
1900, at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulul) Saturday, 3rd March,
1900, at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulul) Tuesday, 27th March,
1900, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 21st December, 1899. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON,
1900.

NOTICE.

THE Undersigned Vessels will sail from
CHINA DIRECT
FOR
MARSEILLES, PLYMOUTH
AND
LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS. Tons. S'hai. H'kong. S'pore.

Paranatta... 4886 Mar. 27 Mar. 31 April 6

Massilia... 5626 April 10 April 14 April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong,
4th December, 1899. [32]

Consignees.

NOTICE TO CONSIGNEES.

THE P. &

